Chevron

marine lubricants

Taro® Ultra 100

Description

Taro® Ultra is new range of cylinder lubricants specifically designed to cope with the demands and required flexibility for IMO 2020. Taro Ultra cylinder lubricants have been fully field tested using a wide variety of fuels expected to be available post IMO 2020 implementation and are approved by major OEMs.

Taro Ultra 100 is a 100 Base Number (BN) cylinder lubricant specially formulated to combat the effects of cold corrosion in two-stroke marine engines equipped with exhaust abatement technologies running on heavy fuel oil, under all loads and operating conditions. Taro Ultra 100 is blended with highly refined base oils and carefully selected additives to provide excellent ring and liner wear protection and piston cleanliness in slow-speed crosshead diesel engines.

Typical Characteristics

SAE Viscosity Grade	**50**
MPID	**219036**
Base number, mg KOH/g (ASTM D2896)	100
Density at 15°C, kg/l (ASTM D4052)	0.95
Flash point, COC, °C (ASTM D92)	180 min
Pour point, °C (ASTM D97)	–15
Kinematic Viscosity at 100°C, mm^2/s (ASTM D445)	19.0

Recommended Applications

Taro Ultra 100 is recommended for lubricating the cylinders of the latest generation large low-speed marine diesel engines equipped with exhaust abatement technologies operating with heavy fuel oil, under all loads and corrosive operating conditions. Taro Ultra 100 should be used in accordance with OEM guidelines and recommendations. Taro Ultra 100 can also be used in combination with Taro Ultra 25 in MAN Energy Solutions diesel engines equipped with Automated Cylinder Oil Mixing (ACOM).

Taro Ultra 100 Is Approved For:

- ☑ **MAN Energy Solutions**
- ☑ **WinGD (formerly Wärtsilä)**

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Performance Benefits

1. Engine Protection

Effective acid neutralization ensures protection against excessive cylinder liner and piston ring wear resulting from the use of high sulphur heavy fuel oils, thus extending cylinder liner and piston ring life.

2. Engine Cleanliness

Prevents ring sticking and minimizes deposit formation on the pistons and throughout the combustion chamber exhaust areas.

3. Storage Stability

Stable at ambient temperatures and during long-term storage.

4. Compatibility

Miscible and compatible with diesel cylinder lubricants generally known to the international marine trade.

5. Operating cost

If oil feedrate is above minimum recommended by OEM, there is potential to move to a higher base number formulation to provide the same level of alkalinity and corrosion protection but at lower feedrates, therefore reducing operating cost.

Our Family of Brands